



UNSCATHED BY BAPTISM OF FIRE LURLINE WILL SAIL ON SCHEDULE

Despite a baptism of smoke and flame that swept the fire room of the Matson Navigation liner Lurline at a late hour Saturday night, that vessel will be made ready for sea, and will be dispatched for San Francisco at six o'clock Tuesday evening, so announcements Castle & Cooke, the agents for the steamer.

Practically all traces of the ravages of fire were eliminated with the general cleaning up of that portion of the steamer, which occupied the attention of the firemen and engine room crews yesterday.

The repeated and shrill call from the Lurline siren shortly after nine o'clock Saturday night startled Honolulu. Thousands of people who at that hour were visiting in the downtown district were startled by the unusual noise and bedlam. Three separate signals were sounded which succeeded in attracting a vast crowd to the vicinity of the railway wharf, at which berth the Lurline was moored.

Dripping oil from settling tanks to hot embers below is believed responsible for the fire, that for an hour at least threatened the total destruction of the steamer.

Representatives as well as officers of the Lurline are loud in their praise for the valued service rendered by Fire Chief Thurston and his men.

A squad of twenty men from the United States revenue cutter Thetis did yeoman service in extinguishing of a fire that seemed destined to prove a dangerous and destructive one.

Several men from the Thetis were overcome through fumes and were

carried on deck to recover only to return to the blazing fire room some moments later to take up their work in fighting the fire.

Captain Roger Allman now port superintendent for the Inter-Island, Joseph Sheedy, general superintendent with the coasting company lent valuable aid and assistance in quelling the fire.

Sand was the weapon effectively used in fighting the fire in the Lurline fire room. The Honolulu department was upon the scene with three motor driven engines and chemicals. A bucket brigade was formed which extended from the sand pit of the Oahu Railway company to the distressed steamer.

The Matson Navigation tug Intrepid was called to stand by with a view of removing the vessel from the wharf should the fire endanger the structure.

All unite in declaring that the fire was a nasty one to handle. It is understood to have been discovered by an assistant engineer, Chief Engineer Morris being on shore at the time. Morris returned to his vessel before the flames had been subdued. A general telephone call was flashed about the city for Captain Weeden and the chief engineer, which officers later reached the scene of trouble.

A general survey for damage done the vessel has been made. The Lurline will not be prevented in sailing for San Francisco according to regular schedule. Save a general cleaning up of sand and water, little trace of the fire was noted this morning.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

1 p. m., Feb. 17, 1913.
Port Gamble—Sailed, Feb. 16, schr. Robert Lewers, for Honolulu.
San Francisco—Arrived, Feb. 17, schr. Salvador, hence Feb. 1.
San Francisco—Arrived, Feb. 16, S. S. Hyades, from Port Allen, Feb. 7.
San Francisco—Arrived, Feb. 16, S. S. M. S. Dollar, from Kahului, Feb. 6.
San Francisco—Sailed, Feb. 13, S. S. Interprise, for Hilo.
Hilo—Sailed, Feb. 15, S. S. Virginian, for Sailing Cruz.

Aerograms.
S. S. Sonoma—Arrives off port this night at 10 o'clock and after pratique ducks at Oceanic wharf.

HARBOR NOTES

Three Inter-Island steamers bringing shipments of sugar from Kauai arrived at the port on Sunday.

The steamer Hall sailing for Kauai ports this evening will carry no freight. Passengers and late mail will be taken by this vessel.

Sugar and other lines of cargo are being loaded into the Matson steamer Lurline, preparatory to dispatching that vessel for San Francisco at six o'clock Tuesday evening.

The Inter-Island announces the dispatch of the steamer Maui at five o'clock this evening, the vessel to call at Paauha, Kukui, Kohala, Paaulu and Laupahoehoe.

WATERFRONT NOTES

Many Inter-Island Boats Make Port.

Sunday proved a busy one in Inter-Island circles with the arrival of a number of coasting passenger and freight steamers. Much sugar is reported to have arrived in the vessels.

The Claudine from Maui ports brought no sugar, but reached here with a fair sized list of passengers. This vessel met with fine weather on the trip. The Kikahala with 600 sacks sugar, 30 head cattle, 111 pigs, 7 crates chickens, 69 packages sundries and 58 bales hides is being discharged today preparatory to sailing for Maui, Molokai and Lanai ports tomorrow evening.

Eleven thousand sacks sugar arrived in the steamer Helene now here from Hawaii ports.

The Kinai with 9000 sacks sugar, and shipments of coconuts, 32 bales wool and 127 packages sundries will be dispatched for Kauai ports tomorrow evening.

A special trip was arranged for the W. G. Hall, that vessel bringing 5140 sacks sugar from Kauai, and then listed for return to the Garden Island this evening.

Room for a Hundred in Korea.
One hundred cabin passengers can be accommodated in the Pacific Mail liner Korea that is due to arrive at Honolulu from the Orient on next Monday.

A cable received at the agency of H. Hackfeld & Co. today is to the effect that the Korea sailed from Yokohama on time with 1600 tons Oriental cargo for discharge at Honolulu.

The vessel can easily accommodate one hundred additional passengers, which it is believed will serve to relieve any apparent congestion in trans-Pacific passenger traffic between Honolulu and the coast.

Persia to Sail for Coast Tonight.

Passengers and a large accumulation of mail intended for the mainland will be dispatched in the Pacific Mail liner Persia which is due to sail for San Francisco on or about 5 o'clock this evening. Ten days' mail awaits transportation to the coast in this vessel. The Persia has but three hundred tons Oriental cargo for discharge here. The vessel is to take on several hundred tons coal before departure for San Francisco.

Kauai Sugar Report.
Despite the quantity of sugar now accumulating at various warehouses on Kauai, three Inter-Island steamers returned yesterday with good-sized cargoes. Purser Akau of the Kinai reports the following sugar awaiting shipment on Kauai: K. S. M., 1909; G. & R., 8598; M. A. K., 7395; MCB, 25,593; K. P., 7719; L. P., 5450.

Much of the sugar to arrive at the port yesterday will be transferred to the American-Hawaiian freighter Alaskan that is now at the port, where a quantity of cargo brought from the west coast of the United States by the way of Salina Cruz will be discharged. About one thousand tons sugar from island ports reached Honolulu Sunday through Inter-Island steamers. The Alaskan was brought to berth at the allway wharf this morning, where some of the sugar was transferred to the bigger vessel.

The schooner F. J. Wood from Grays Harbor for Honolulu is thirteen days out from the Washington port.

Taking explosives to all ports along Kauai, the steamer Noeau is on the berth to depart at five o'clock this evening.

Mr. Mason, Mrs. R. E. Moore, A. G. Moorhead, Sydney; Mrs. Moorhead, Sydney; A. M. Merrill, M. E. Mitchell, Sydney; Dr. Ira E. Morris, Sydney; Henry Nelson, Miss Abbie F. Nye, Mrs. Cesterlinder, Potenhauer, C. A. Potenhauer, Miss Potenhauer, C. A. Potenhauer, Mrs. Reynolds, J. L. Richards, Mrs. Richards, Miss Ann Riley, M. Ross, Mrs. Ross, Mrs. M. T. Lowley, Schurr, Sydney; Mrs. Schurr, Sydney; N. Schultz, F. Smith, Mrs. F. Smith, H. S. Smith, Mrs. H. S. Smith, Miss Smith, Spiogett, Sydney; Mrs. Spiogett, Sydney; Miss S. Stone, Miss S. Stone, Mrs. L. Struhl, E. H. Stevenson, Mrs. Stevenson, Harrison Teller, Mrs. Teller, Miss Teller, Miss Alice Teller, Mrs. Teller, R. M. Walker, Mrs. Walker, Allen Wheeler, Mrs. Wheeler, V. J. Whitney, Sydney; Mrs. Whitney, Sydney; Miss Louise L. Washburn, Mrs. John Wolfskill, Mrs. Yates, Miss Yates.

Dr. C. Kellar, recently appointed to succeed Dr. H. Hayes as government physician at Molokai, was brought to Honolulu yesterday morning by Dr. G. W. McCoy and placed in the Queen's hospital, where he may be compelled to undergo an operation for gallstones. He did not discover his condition until a few hours before he left the settlement, but it was found so serious that immediate action was necessary.

CAPT. PEDERSEN DIES AFTER A SHORT ILLNESS

Captain Charles Pedersen, veteran mariner of Hawaiian waters and one of the best-known skippers in the Inter-Island employ, died at the Queen's Hospital this morning of bronchial pneumonia together with a combination of internal disorders. He had been ill but a short time and the news was a shock to his many friends throughout the city.

Capt. Pedersen was forty-nine years old and came here from Norway many years ago. He has been with the Inter-Island for twenty-five years. Just about the time when the present trouble between the Inter-Island and its skippers broke out, Capt. Pedersen was taken ill and in spite of the efforts of physicians, sank gradually. He had been captain of the Mauna Loa for some years and was to have been transferred to the Claudine, had he lived.

He was married to Marian A. Jones of this city in 1895 and has one child, a son, John H. Jones of the McKinstry shoe store and Arthur K. Jones, manager of the Uluapalua ranch, are brothers-in-law. Capt. Pedersen was a very popular skipper and had a happy home life. The news of his death was received with sadness by his comrades of the Inter-Island service.

GIANT COMBER

(Continued from Page 1)

operator, Vincent Travers, railroad fireman, Manuel Andrade, at one time a member of the crew of the U. S. R. C. Thetis, H. Pereira, Manuel Lewis, William Bisho, Charles Carreiro, Joseph Carreiro and Joseph Roman.

The wave, which towered about 20 feet or more above sea level, broke clear over the point and swept John Nascimento out to sea. At least none of his companions saw him after the comber broke over him. Abel Nascimento was rolled over and over, clutching at the broken coral formation, which tore his fingers and clothes and lacerated his body where it touched. It seemed hours, he says in telling of his experience, before the water subsided and he found himself lying face downward, with a compound fracture of his left leg, his arm torn by the sharp rocks, and his left side a mass of cuts and bruises.

Cooper, who was standing near Abel Nascimento, was whirled away from his companion by the first of the two giant waves, flung down upon the coral points, pounded and rubbed along, until almost stripped of his clothing and bruised. His left leg was lacerated and his body and fingers torn, as he grasped at anything that might stay his rush seaward as the wave began to recede.

Travers, employed by the Oahu railroad as a fireman, was the most fortunate of all his comrades. The sea dealt comparatively gently with him, and he escaped with a badly bruised body and a severe nervous shock. Andrade was fortunate also, although his injuries are reported as being more painful than those of Travers. He got off with his left thigh torn by the projecting rocks and other minor injuries to his body that will lay him up for some days.

On reaching Kaena Point, the party selected a large cave, as a rendezvous, built a large fire to serve as a beacon, and split into two parties, one of which, composed of the injured men turned back a little way to a promontory they had seen on their way to camp, the others, Pereira, Lewis, Bisho, the two Carreiros and young Roman, going towards the top of the Point.

Sea Is Treacherous.
The spot where Nascimento met his death is known among Hawaiian fishermen as very dangerous, and the sea at this point is regarded as unusually treacherous. When the tide turns a swift current sets around the rocky point, and shortly after the turn of the tide it is said to be not unusual for giant waves to be massed a few hundred feet offshore and flung against the rocks with tremendous force. Hawaiian fishermen say that if a man falls into the water under these conditions, his only hope is to allow himself to be carried a short distance around the point and inshore by the current.

For hours at the point the sea will be comparatively calm and then suddenly great waves will rise and surge against the rocks without any warning.

Abel Nascimento Shouts Warning.
Before separating the parties agreed that no matter what the luck might be they would meet again at the camp not later than one o'clock. It was then shortly after 9 o'clock, and Nascimento's party had not far to go to the point selected as the best for fishing. The others had about three miles or more to walk. How long the Nascimento party continued fishing none of them seem to know, save that it was a little after 10:30 when looking seaward Abel Nascimento saw, gleaming under the brilliant moon a towering sea, sweeping forward toward him. It seemed far above his head although he stood 20 feet above the level of the sea.

Turning he called, "Look out fellows, here comes a wave. Run! Run!" But it was too late. The wall of green water swept over the edge of the ledge, engulfing them, clutching at them with tearing fingers, battering them against the cruel coral. Says Abel Nascimento, in telling of the affair:

"We had no idea of the danger we were in. The promontory from which we were fishing extended out into the ocean about sixty feet and was about forty feet wide. It is about twenty

feet above sea level and the waves were breaking about half-way up. All of us had thrown out our lines, but they had become tangled. I was standing at the far end of the bluff. Cooper stood next to me. Vincent adjoined him. Travers was next to him and Andrade was fourth in the line. My brother, John, was on the opposite side, close to the edge of the ledge.

"I was working over my line when my attention was attracted by an immense wave coming from the north-west. I saw it would strike the ledge in such a way as to sweep over everything, and calling to the crowd I started to run. But it was too late. The great mountain of water seemed to engulf us. I went down first. Cooper followed and that is all I could see. I could feel myself lifted by a giant wave, pounded on the surface and carried on across the surface of the rock.

Caught by Cooper.
As I went I grabbed about for something to which I could hold. I grasped a crevice in the rock and held firmly. There seemed a slight pause and then I was caught again and swept around. It was then that my leg was broken. Cooper had caught hold of me. I had also caught him with my free hand and in this way we were kept from being swept into the sea.

"The great wave had scarcely passed when another came. The first seemed at least thirty feet high. It seemed to over me feet above the ledge upon which we had been standing and seemed like a great mountain.

"Vincent Travers was knocked down and dragged over the rock. Andrade, who had been standing next to my brother, was within a few feet of the edge of the precipice. My brother, John, probably did not have a chance and was carried directly into the sea."

Ow! Lives to Drowned Man.

"To John Nascimento, the five who have survived the terrible experience owe their lives," said A. J. Cooper, who was one of the most painfully injured. "I was standing by him a few moments before the wave struck us. 'Don't stand so close,' he cautioned us, but giving no thought to his own danger. I don't know what prompted me or the rest of us, but we stepped back and I advanced across the ledge. Then came the wave and I was picked up and swept around the ledge like a cork. I attempted to dig my hands into the hard lava and finally succeeded in getting my torn fingers into a ledge where I held until that terrible wave and another had passed. It would judge the first wave was about sixty feet in height."

Injuries Are Aggravating.
Abel Nascimento, the most seriously injured of the survivors, is suffering from a compound fracture of the left leg, besides cuts and bruises on the body and lacerations of the left arm. The bone of his leg was broken and forced through the flesh, so that when he was picked up, the jagged end could be seen protruding. Cooper, with his gashed leg and fingers and Travers with his bruises, will probably be at work within a week, but it may be months before Nascimento recovers sufficiently to get back to his daily routine.

After the second great wave passed and left the survivors gasping for breath and in pain on the rocks, a count was taken and then for the first time it was seen that Joao Nascimento, "Happy Johnny" as his friends called him, had been washed to sea. Then the pressing need of getting Abel Nascimento to medical aid became apparent. He was carried by his companions to a railroad hand car, standing on the track, yards away. Travers and Andrade were sent to fetch the other members of the party, whom they found making their way across the coral. At the cave where Nascimento was carried his broken leg was temporarily set and splints made from a box were used to bind broken limbs. Then came the long wait for a train, which did not reach the point until 6:30 o'clock yesterday morning.

As soon as the party arrived here arrangements were made to send searching parties for the body of John Nascimento. Deputy Sheriff Kupua, of Wahiawa, was instructed to go to work at once, and a reward of two hundred dollars posted for the recovery of the body, one hundred dollars from the family of the young man, fifty from the Typographical Union, of which Nascimento has been a member. There is little hope, however, that the body will ever be found, or the spot where it was lost, rarely, if ever, turn back their dead.

John Nascimento was a director of the Lusitana Society as well as prominent in the councils of Court Camoes, Ancient Order of Foresters. Besides this, he was a member of the International Typographical Union.

Abel S. Nascimento, the most seriously injured of the survivors, is president of the Lusitana Society, as well as a member of the Ancient Order of Foresters.

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